

Message Text

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TAGS: EAIR, BEXP, SP

SUBJECT: SPANISH AIR MINISTER DISCUSSES AIR TRAFFIC CONTROL AND
AND AVIATION INDUSTRY

1. SUMMARY: SPANISH AIR MINISTER GENERAL FRANCO IRIBARNEGARAY SAYS THAT CIVIL AND MILITARY AVIATION, ALTHOUGH UNDER "SEPARATE DIVISION", MUST REMAIN INTEGRATED WITHIN SAME MINISTRY FOR STRATEGIC REASONS. WITH REGARD CIVIL AIR TRAFFIC CONTROL, GENERAL FRANCO STATES THAT "COMBAT GRANDE" PROGRAM (A SEMI-AUTOMATED MILITARY AIRCRAFT CONTROL AND WARNING SYSTEM) WHICH "IS DEVELOPING ACCORDING TO THE FORESEEN PLAN", CAN BE APPLIED FOR DUAL PURPOSE. THE MINISTER FORESEES CONTINUED EXPANSION OF THE SPANISH AVIATION INDUSTRY, WITH FOREIGN PARTICIPATION, PERHAPS INCLUDING PRODUCTION OF HELICOPTERS. END SUMMARY.

2. IN TWO-PART INTERVIEW WITH MADRID DAILY "YA" (MARCH 19 AND 20), GENERAL FRANCO STATES THAT COMBINED MINISTRY OF DEFENSE NOT AN ABSOLUTE NECESSITY, NOR IS CIVILIAN MINISTER. HOWEVER, HE SAYS THAT "IT APPEARS MORE CONVENIENT THAT HE BE CIVILIAN). WITH REGADR
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QUESTION OF SEPARATION OF CIVIL AND MILITARY AVIATION, FRANCO CLAIMS THEY ALREADY ARE "SEPARATE PARTS" OF MINISTRY OF AIR, I.E. SUBSECRETARIAT OF CIVIL AVIATION (SCA) AND AIR FORCE.

WHILE RAILWAY, HIGHWAY AND SHIPPING TRANSPORT COULD BE LUMPED IN VIEW MINISTRY OF TRANSPORTATION, FRANCO RULES THIS THIS OUT FOR CIVIL

AIR, SAYING "SINGLE COMMAND IS ABSOLUTELY NECESSARY TO GUARANTEE

SECURITY AND EFFICIENCY."

3. REPLYING TO CALLS FOR "DEMILITARIZATION" OF CONTROLLERS AND AERONAUTICAL ENGINEERS, GENERAL FRANCO SAYS THAT CIVILIAN FUNCTIONARIES HAVE NEVER BEEN MILITARIZED, ALTHOUGH THEY ARE SUBJECT TO CODE OF MILITARY JUSTICE. FUNCTIONS OF CIVILIAN AND MILITARY CONTROLLERS ARE SO INTIMATELY CONNECTED, ACCORDING TO FRANCO, THAT "SEVERAL AIR DEFENSE EXERCISES" HAD TO BE CANCELLED DURING RECENT "WORK-TO-RULE" SLOWDOWN. THUS "FUTURE SEPARATE EXISTENCE" OF TOW IS "ABSOLUTELY IMPOSSIBLE".

4. TURNING TO AVIATION INDUSTRY, GENERAL FRANCO SAYS THERE IS NO PLAN TO "REDEEM" FOREIGN SHARES IN CONSTRUCCIONES AERONAUTICAS, SA (CASA), WHICH AMOUNT TO 25 PER CENT BETWEEN GERMAN AND US PARTICIPANTS. IN FACT HE VIEWS FOREIGN PARTICIPATION AS ESSENTIAL FOR PROMOTION OF SALES AND EXPANSION OF MARKET FOR SPANISH AVIATION INDUSTRY IN OTHER COUNTRIES. FRANCO CLAIMS THAT CONTINUED SUPPORT OF CASA BY MILITARY ORDERS DEPENDS ON NEEDS OF AIR FORCE, AND IS INDEPENDENT OF WHETHER AERONAUTICAL ENGINEERS ARE CIVILIAN OR MILITARY. HOWEVER, NATIONAL AERONAUTICAL INDUSTRY IS PROBLEM FOR SPANISH GOVERNMENT, SINCE AIR FORCE BUDGET ("ONLY 25 PER CENT OF TOTAL FOR ARMED FORCES") CAN "ONLY WITH DIFFICULTY" COVER BARE NEEDS FOR MOST INDISPENSABLE MISSIONS.

5. BRIEF REVIEW OF THREE MAIN CASA PROGRAMS BY GENERAL FRANCO REVEALS FACT THAT 121 C-212 AIRCRAFT HAVE BEEN CONTRACTED (INCLUDING 61 TO SPANISH AIR FORCE). TO DATE 73 HAVE BEEN DELIVERED AND BALANCE OF 48 EXPECTED TO BE DELIVERED DURING 1977-1978. FIRST PROTOTYPES OF NEW BASIC JET TRAINER, C-101, EXPECTED BE AVAILABLE FOR TESTING
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SECOND HALF OF 1977. IN ADDITION TO PLANNED PRODUCTION OF 60 C-101'S FOR SPAIN, CASA HOPES TO EXPORT TRAINER AND HAS INVITED AUSTRALIAN AIR FORCE OFFICIALS TO ATTEND COMING FLIGHT TESTS. THIRD CASA PROGRAM, THE "AIRBUS", INCLUDES ONLY TWO PER CENT SPANISH INVOLVEMENT WITH FRANCE, GERMANY AND HOLLAND. GENERAL FRANCO VIEWS CASA INVOLVEMENT IN CONSORTIUM "OF THE MAXIMUM LEVEL OF AVIATION

INDUSTRY" AS MORE IMPORTANT THEN IMMEDIATE PAYOFF. WITH REGARD HELICOPTERS, FRANCO SAYS THAT THREE SPANISH SERVICES ARE DISCUSSING DEVELOPMENT OF COMMON-USE AIRCRAFT WHICH WOULD BE PRODUCED IN SPAIN, WITH FOREIGN ASSISTANCE.

6. IN MILITARY AREA, GENERAL FRANCO STATES THAT "COMBAT GRANDE" SYSTEM IS DEVELOPING ON SCHEDULE. FURTHER, IT IS HOPED THAT SYSTEM WILL SERVE TO STIMULATE NATIONAL ELECTRONICS INDUSTRY. APPLICATION OF SYSTEM FOR CIVIL AIR CONTROL IS "BEING STUDIES" AND WILL PROBABLY PROVIDE NECESSARY ELEMENTS, ACCORDING TO THE MINISTER. IN REPLY TO REPORTER'S QUESTION AS TO WHETHER SPAIN'S OPTION TO ACQUIRE F-16'S UNDER TREATY WITH US IS "FIRM" OR COULD OTHER TYPES,

"FOR EXAMPLE, THE FUTURE F-18L", BE SUBSTITUTED FRANCO SAYS THAT AUTHORIZATION IS "TO BUY UP TO 72 AIRCRAFT OF THIS TYPE OR OTHERS OF SIMILAR CHARACTERISTICS, AND FINAL DECISION WILL BE BASED ON SPANISH NEEDS AND COST-EFFECTIVENESS CRITERIA." SPANISH AIR FORCE HAS ALL TYPES ARMAMENT, EXCEPT NUCLEAR, ACCORDING TO GENERAL GRANCO, WITH SOPHISTICATED TYPES (MISSILES) BEING IMPORTED. WITHIN TECHNICAL CAPABILITIES, SPAIN HOPES TO PRODUCE OWN WEAPONS IN FUTURE, BUT WILL "STOCKPILE" WHEN THIS NOT POSSIBLE.

7. COMMENT: NOT UNEXPECTEDLY GENERAL GRANCO IS CLEAR IN OPPOSITION TO TRANSFER OF CIVIL AIR CONTROL FROM AIR MINISTRY. REFERENCE TO AERONAUTICAL ENGINEERS MAY BE IN PART RESPONSE TO RESOLUTION OF NATIONAL ASSOCIATION OF AERONAUTICAL ENGINEERS, WHICH APPEARED IN PRESS LAST WEEK, CALLING FOR SEPARATION FROM MILITARY. PLANS FOR DEVELOPMENT OF NATIONA HELICOPTER PRODUCTION AND CONFIRMATION THAT FRANCO VIEWS "COMBAT GRANDE" AS CONTRIBUTING TO CIVIL AIR CONTROL IN FUTURE SCHEME ARE OF INTEREST.EATON
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